

Mining

Mines and Miners

Missio

Mines Landmark

List of Mines of Midway

Snake Creek area:

Blue Hedge Mining District:

Flagstaff Mine

Lucky Bill "

Southern Tier Group ^{owned by Eugene Levinger}

{ St Louis - Vasser
located by Judge A C Hatch
Henry T Coleman
Samuel Hair
West St Louis
Merle V

Y Mr St Joer
Director Hon Coleman

Sold 1900
to Shakers
Robert Walker
Col Shauvessy

Steam Boat Tunnel

→ Mt Lake Tunnel
Geese Knight opera

J C Shaft sunk on
Beranza Flat

The Montreal
hone Hill

Pine Creek

Discovered 1864 in R

" 1875 in Am Fork

Miller Hill

Dutchman

Pacific Mines } Am F producers
by 1888

States 1st Narrow

Gauge RR in Am Fk Canyon

John The Revelator
The Big Four

Balsam Grove

Heber Cities

Love Pine

Pine cone

Boulder Basin

Blue Bird

Silver Island Lake

Rudie

Horse Shoe Bend

Silent Shade

Dutch Canyon:

Miners here:

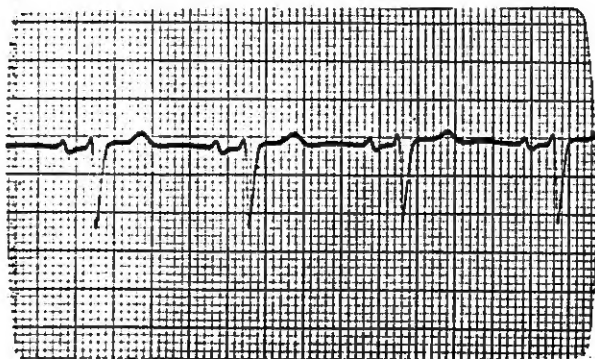
Jack McCarthy

Levi Hancock etc

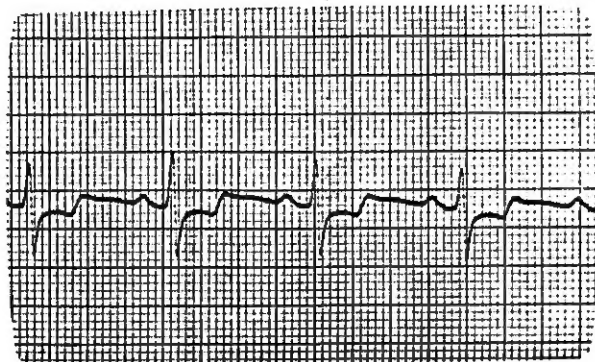
Ref. ABUM pp 579-5

2-16-73
Dr. Rosen
aib

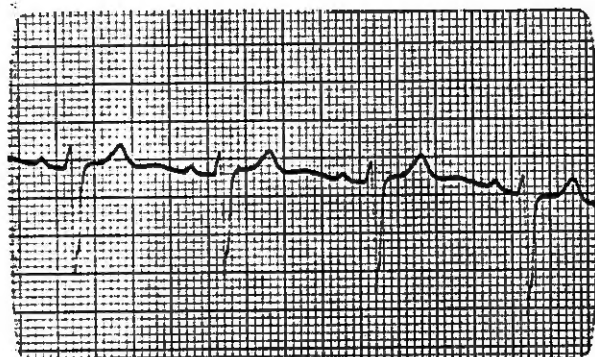
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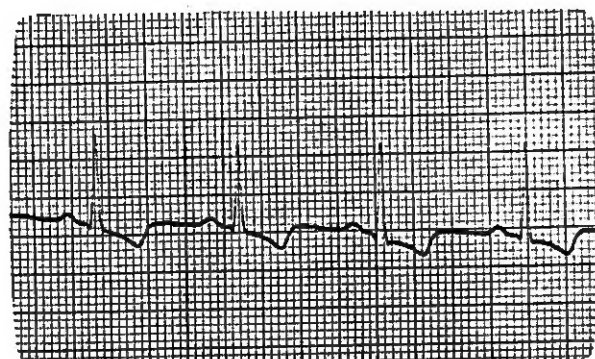
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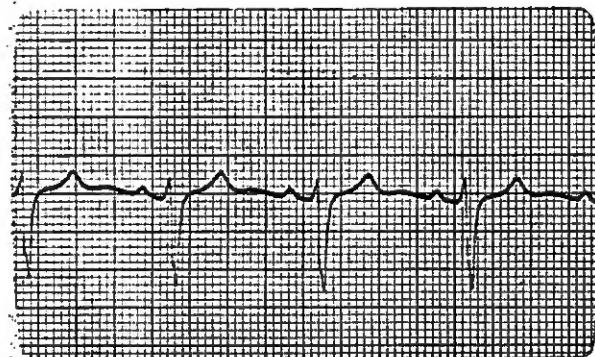
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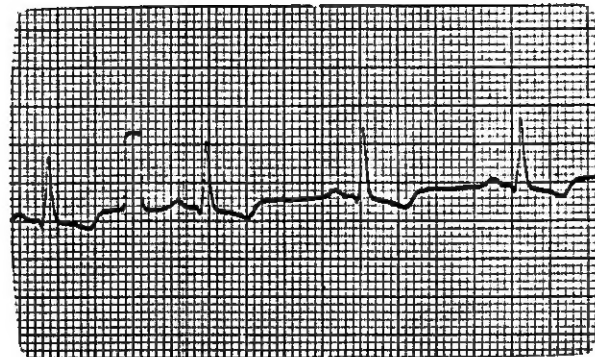
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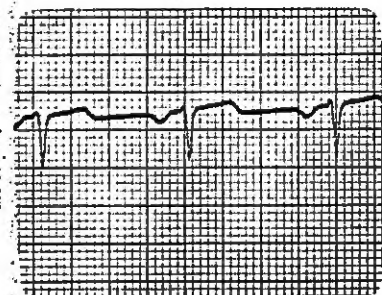
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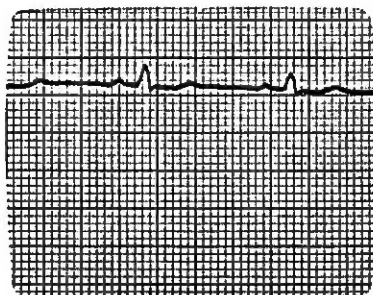
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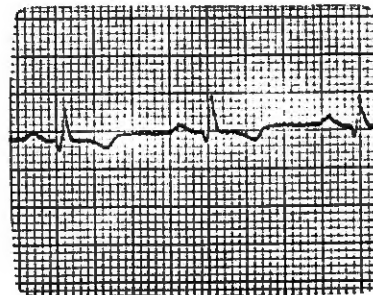
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LEAD AVL



LEAD AVF



RE-ORDER FROM YOUR BURDICK DEALER
CAT. NO. FF-181-705
THE BURDICK CORPORATION
MILTON, WISCONSIN

Burdick

Master list: (about 500 in area said Doc Dean Huber)

Midway Mines

Producer Location:

Flagg Staff

Lucky Bill

Southern Tier Group — Coleman
owned by Eugene LeVigneux & Mr St Jeor (French)

St Louis — Vasser

West St Louis } located by Judge A C Hatch
Merle V } & Henry T Coleman &
Samuel Hair

Steam Boat Tunnel became →

→ Mt Lake Tunnel (Jesse Knight)

Snake Creek Tunnel

J.I.C. Shaft (on Bonanza Flat)

The Montreal

Love Hill

John the Revelator

The Big Four:

Balsam Grove

Heber Cities

Love Pine

Pine Cone

Boulder Basin

Blue Bird —

Silver Island Lake

Rudie

Horse Shoe Bend

Silent Shade

Kennah & Hockett Claims

at Brighton Divide

Johnston → New Park Mine

Orvil Scott #1

Orvil Scott #2

" "

Wm (Billie) Bogan Claim

Snake Creek

Snake Creek

" "

Bonanza Flat

Snake Creek

Snake Creek

Dutch Canyon

Snake Creek

August 10, 1988

Mr. Robert R. Green
375 E 2nd North
Heber, UT 84032

Dear Robert:

This year marks the 45th anniversary of our graduation from BYU, and in conjunction with Homecoming weekend October 7-8, 1988, a reunion of the Class of 1943 is being planned.

As part of that reunion we are being asked to make a Class Gift to the School of Management. Our class was small in number (33) and ten of our number are deceased, but we can make a meaningful contribution to the School. The Class Gift program is new at BYU but a much needed endowment. Church tithing provides a minimum financial base on which to run the School, but the School of Management has many more worthwhile places to use funds than they have money to cover them. With proper funding a competitive edge can be obtained which will enable the School to attract and retain an outstanding faculty, develop a professional research program and create new courses and course materials to meet the ever changing needs of the job market.

Alumni contributions are not unique to BYU. Major schools have been engaged in fund raising for many years. A recent survey involving nine of the top business schools in the country shows that only 4% of BYU Alumni have participated in fund raising campaigns, while such schools as Harvard (36%), Stanford (40%) and Cornell (32%) have much higher percentages of participation.

Large contributions are always welcome, but more important during the Class Gift campaign is the percentage of class members who participate. Please consider the positive impact which your education at BYU has had in your life and then join me in contributing as generously as you can.

Very truly yours,

Frank

Frank H. Gardner
Class of 1943
1224 Elm Avenue
Provo, Ut 84604
801/374-0968

Prominent Mining Men
of Midway

Am H "Jack" Buehler

Henry S. Coleman

Henry T. "Jesse" Knight

Nathan Baldwin

Sidney Hiram Epperson

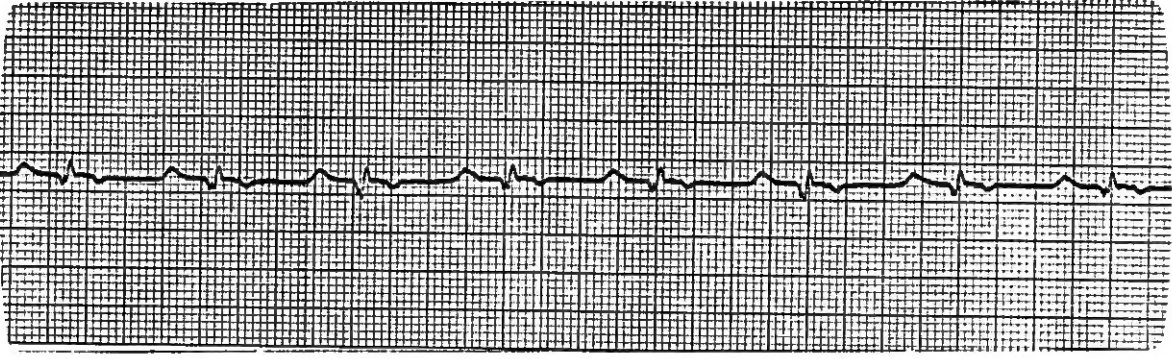
Jeremiah Kobay

Nathan Springer

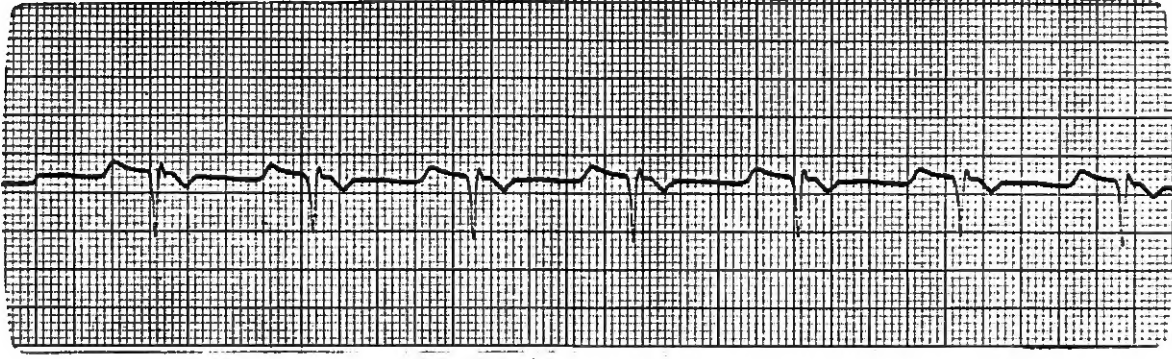
} early
prospectors

Ref see long list of miners:
HBM pp 579-581

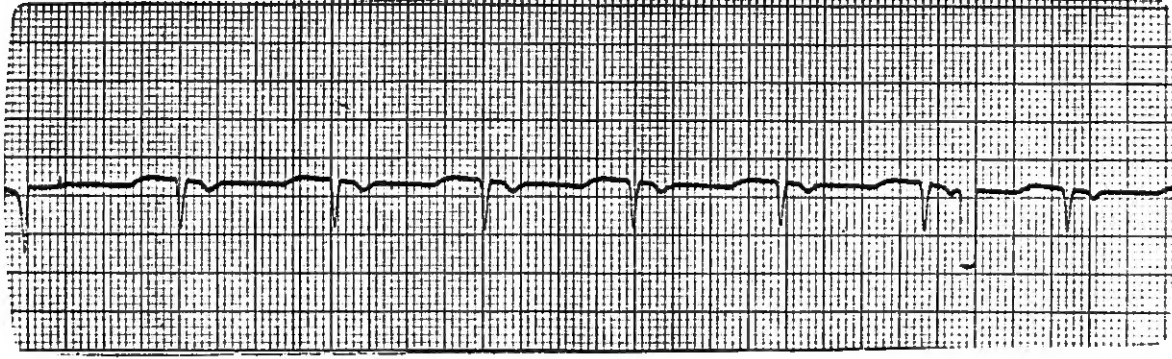
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_____	ELEC. POS.
_____	ELEC. AXIS
_____	Q-T INTERVAL
_____	REMARKS
_____	QRS INTERVAL
_____	P-R INTERVAL
_____	T WAVES
_____	P WAVES
_____	VENT. RATE
_____	ATRIAL RATE
_____	RHYTHM
_____	S-T SEGMENT



LEAD 3



LEAD 2



LEAD 1

PATIENT <u>Dr. Stefano, Joe</u>	AGE <u>50</u>	SEX <u>M</u>
ECG NO. _____	CASE NO. _____	DOCTOR <u>Dr. Allen</u>
DATE <u>2-16-73</u>		<u>and</u>

came some \$90,000 worth of high grade ore. This mine was one of Midway's largest producers. Henry T. Coleman of Midway directed the MINING

Midway had still not been formed from the two Snake Creek communities when the first high grade ore was discovered in 1864 in the Park City mining district. While the discoveries were not in the Midway area, their impact was soon to be felt in the new community. Other outcroppings of good grade ore were discovered in American Fork Canyon in 1875. Midway lay almost in the middle of these two important discoveries and the areas of Snake Creek, Pine Creek and Dutch Canyon soon were overrun with prospectors. Many claims were staked out in this area, with Sidney H. Epperson, Jeremiah Robey and Nathan Springer leading much of the prospecting work.

Following the initial discoveries in the Park City area the Ontario, Daily Judge, Daily West, American Flag, New Quincy, Little Bell, New York, Wabash, California, Silver King, Park Utah, Spirro Tunnel, New Park and the Park City mines were organized. Many smaller mines were discovered, but soon were consolidated with the larger companies.

Park City began to grow rapidly with these discoveries, and for more than half a century the mining work supported two railroads, the Denver and Rio Grande and the Union Pacific. The Park City mining district is about eight miles north of Midway, and for more than 75 years has served as the major market center for the farmers of Midway. The mines also furnished employment for many men from Midway who chose mining as their pursuit for wealth and happiness. Many prospered, some failed and several lost their lives or were maimed in a sincere effort to succeed.

In American Fork Canyon the first discoveries were made around 1875 and by 1888 the Miller Hill, the Dutchman and the Pacific mines were the three major producers. These mines operated for many years, but the ore bodies were relatively small and soon were depleted. However, for a few years these mines supported the state's first narrow gauge railroad.

These American Fork Canyon mines also served as a market for eggs, butter, cheese and vegetables for Midway farmers. Reports indicate that some of the farmers carried as much as 75 pounds of produce on their backs, following a rough trail over the mountains west of Midway into the canyon to supply the needs of the miners.

In the Midway area itself a mining district was organized, known as the Blue Ledge mining district. Two of the earliest mines were the Flagg Staff and Lucky Bill, neither of which produced much ore. Other early properties near Midway included the Southern Tier group and the St. Louis-Vassar claims. The Southern Tier group was owned by Eugene Levigneur and a Mr. St. Joer, both Frenchmen. From the Southern Tier

579

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William (Billie) Bogan who had considerable interests in the Park City area, which he later sold, also located some claims in the Snake Creek area. He worked these for many years until he became too old. Fred Hanney worked for many years for Mr. Bogan, as did John A. Sulser.

Another "old timer" who spent most of his life at claims in the White Pines was Henry Tattersall. He wore a long, white flowing beard, and was always seen without a hat coming from his diggings or from the springs with pails of water.

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Mining has aided Midway's economy in many ways during the years. Many have succeeded in working claims while others sold produce or other goods to those who came to work in the mines. LeRoy Buehler, William Larsen, William Haueter, Joseph Bergener, Charles Buehler, Joseph Buehler and Carl Hanney made mining their career and achieved in their chosen fields.

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✓ 8-29-88

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Another large operation that hired many local men included the Steam Boat Tunnel, later known as Mountain Lake Tunnel. Charles Buhler was foreman of the Steam Boat Tunnel and William Witt of the Mountain Lake Tunnel. Many who worked in these mines included Henry T. Coleman, John Buehler, Nathaniel Baldwin, Ernest Kohler, Charles Bigler, William Bigler, Samuel Ritchie, Fred Sonderegger, John A. Sulser and Hyrum Shelton, and two women who were cooks, Mrs. Mary Bigler Kohler and Mrs. Bertha Sonderegger Wilson.

Others who worked at the Mountain Lake, or Jesse Knight operation, were Elijah Watkins, Joseph Hair, George Bonner, Charles Bonner, George Shear, Joseph Galli, Charles Mitchell. Joseph Hair was killed and Elijah Watkins blinded in an explosion in this mine.

Later the Daily Judge Mining Company and the Knight Investment Company ran the Snake Creek Tunnel as a joint venture in 1910. Many who found employment here included Ernest Dayton, (Jay) John Abplanalp, Frank Abplanalp, Michael Abplanalp, Alonzo Abplanalp, John Burt, Sam Ritchie, Fred Sonderegger, Thomas Kummer, Henry S. Coleman, Alvah Ross, Morris Watkins, John H. Buehler, George Bonner, Charlie Bonner, William Bigler, Charles Bigler, Charles Mitchell, Charles Whistler, Eli Korah, Joseph Schoney, Earl Hardy, Emil Nelson, William Hancock, and cooks, Mrs. Alice Mohlman and Mrs. Ella O'Neil Hancock Whistler.

A shaft known as the J. I. C. was sunk on Bonanza Flat and operated for a short time. Jerry Springer and Alonzo Alder were some who worked on this shaft. "The Montreal" was also operated in the early 1900's, and provided work for the Alder brothers, Alfred, William and James, as well as Peter Abplanalp. The "Lone Hill" was operated by Ira Clark, Nate Springer, Alfred Alder, Jacob Kummer, Alonzo Alder and Peter Abplanalp.

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HEBER CITY,
Wade 2 Dec 1906

Snake Creek Mines.

Snake creek canyon has been prospect for precious metals almost from the earliest days of mining in this state and long before the discovery of the great Colorado or the building of Park City. Some very rich ore has been taken out along the north slope of the canyon in many places, the Bonanza flat has passed through several mining excitements on account of the discoveries that have been made there and claims on that flat are considered to be valuable holdings. All miners agree that there must be large bodies of valuable ore in that mountain but no true luster veins carrying paying values have as yet been discovered, on the Washob county slope, unless it be on the Bonanza flat.

The most of the territory described above is located and much of it is patented and the groups beginning at the head of the canyon are as follows: The Mountain Lake Mining company has about 40 patented claims extending from the Park City slope along the ridge in the head of Snake Creek and over into American Fork canyon and covering a large tract of ground in the big Cottonwood canyon. This company has recently purchased the Stemcut property in the head of Snake Creek consisting of about 30 patented claims. Next comes the Lions, Wide West, Heber City, Big Four, Balsam Grove, Bonanza property, consisting of 13 patented claims, Love Line, Southern Tier, with a large block of patented claims, St. Louis Vassett, Wolverine, Success, the Federal property, Bon der Basin. The last named group has a long list of patented claims that reach over onto the Bonanza flat joining the property of the great Daily Judge and Daily West mines.

We are reliably informed that there is a gigantic scheme being discussed by some of the leading mine owners of that district to develop all the properties mentioned above, if there is, which seems to be the opinion of all mining men familiar with the situation, anything there to develop. It is this, to combine all these properties in one great company for the purpose and run a tunnel from the neighborhood of Springer's ranch, near the mouth of the canyon, straight through the mountain toward Alta City in Little Cottonwood canyon, make the tunnel large enough to be double tracked. The Snake Creek stream would generate ample electricity to run all the machinery and cars